



CITY OF BURLINGTON, VERMONT  
CITY COUNCIL TRANSPORTATION, ENERGY &  
UTILITIES COMMITTEE

c/o Department of Public Works  
645 Pine Street, Suite A  
Post Office Box 849  
Burlington, VT 05402-0849

802.863.9094 VOX  
802.863.0466 FAX  
802.863.0450 TTY  
[www.dpw.ci.burlington.vt.us](http://www.dpw.ci.burlington.vt.us)

**Councilor Kurt Wright, Chair** WARD 4  
**Councilor Vince Brennan** WARD 3  
**Councilor David Hartnett** WARD 4

**Inquiries:**  
**Nicole Losch**  
802.865.5833 DIRECT  
[nlosch@ci.burlington.vt.us](mailto:nlosch@ci.burlington.vt.us)

**Transportation, Energy and Utilities Committee of the City Council**

**Thursday, September 15, 2011 at 5:00 PM**

**645 Pine Street, front conference room**

**–MINUTES–**

Members present: Chair, Kurt Wright  
David Hartnett  
Vince Brennan

Others present: noted below

Chair Wright called the meeting to order at 5:07 pm.

1. Agenda

Hartnett moved to accept. Brennan second. All in favor.

2. Public Forum

Phil Hammerslough: Local Motion member & Burlington Walk Bike Council (BWBC) steering committee member. Provides secure bike parking, supports Colchester Ave project & 25 mph proposal. Requested bike lane on North Willard north of North Street; cited tourism draw and Bicycle Friendly Community status.

Roger Cole: Ward 3 resident. Supports 25 mph proposal. 8 year push for lower speed on College St. Speed limits discussed at NPA, all were enthusiastic, encouraged Police Dept. (BPD) involvement at hearing, need enforcement, ticket revenue can help city.

Gretchen Stokes: led petition for Battery St crosswalks. Supportive of DPW's plans for fall efforts on issue. Doesn't support DPW's in-street sign policy, but working with BPD for in-street sign maintenance.

Matt Conger: Ward 2. Supports 25 proposal, a multimodal focus. Need more striping/markings on bike lanes but need consistency to ensure safety. Cited sharrows vs. buffered lane vs yellow lane. Also supports Complete Streets.

Steve Norman: Local Motion member & BWBC steering committee member. Bikes & drives. Supports Colchester Ave project & hopes for same on North Ave. Supports 25

mph proposal. Slower speeds shows care for the city. Thanked all Councilors for French resolution support.

3. Minutes of 8/10/2011

Brennan moved to accept. Hartnett second. All in favor.

4. Burlington Downtown Transit Center – Aaron Frank, CCTA

Frank: April 2011 transferred funding from DPW to CCTA through Federal Transit Authority. DTC is biggest challenge to ridership. Ridership is increasing: from 2 to 9 LINK routes, 30% increase on Essex route w/ 15 min. service. Current DTC was built for 3 buses; began service with 7, has always been underbuilt. Church St. crossing is challenging. Have new shelters downtown. No driver breakroom or public bathroom. Shelters can be moved. Two-thirds trips start/stop in Burlington; one-third of riders go downtown. Are targeting drivers to become riders, resulted in 63% increase in riders & 43% on LINK. Needs for DTC: full shelter, compare to airport; indoor ticketing; heat; restrooms; electronic updates; driver's rooms = 2000 s.f. passenger area & 1600 s.f. breakroom = 60,000 s.f. total. Could be on- or off-street. Plan: CCTA Board, consulting team, Advisory board (CCTA, CCMPO, CEDO, City Council, Vtrans, Marketplace, 2 riders). Economic changes since DPW's site study. New look at all sites. Schedule: June 2011 start, 9/11/11 public meeting, end of 2011 have site selected. Following Federal process: scope, purpose & need, etc. Looking at examples from other cities. Construction planned for 2015.

Hartnett: don't think small. Expect significant ridership increase, so plan for that. It's long overdue.

Brennan: thanked CCTA for their work.

Roger Cole: driver on advisory board?

Frank: will have separate meetings with drivers. Can't have too many drivers on the board, and hard to choose just one.

Chapin Spencer, CCTA Board: Appreciates TEUC support. Larger plan = larger space. Needs political support. Last time was difficult. Early feedback on sites from Council & need TEUC to communicate with full Council.

Wright: next visit to TEUC?

Frank: Can present sites to TEUC. Sites are challenging because downtown is healthy.

Sharon Bushor, City Council: one downfall of 1<sup>st</sup> process was timing. Schedule should be reasonable & keep all involved.

Wright: info to full Council and public early on, but not a prolonged process.

Hartnett: encouraged CCTA to put drivers on advisory board. Doesn't want staff to end up not supporting plan.

Frank: Also comment on Colchester Ave item. CCTA has been involved in process and fully support 3-lane configuration.

5. Colchester Avenue Corridor Study – Colchester Avenue Task Force, Eleni Churchill (CCRPC) & Sharon Bushor (City Council)

Churchill & Bushor: Overview of Corridor Plan. Additional Task Force members in attendance. 2004 Council created Task Force to create visions and recommendations for corridor; fed into Corridor Study. Task Force = steering committee/advisory board of Corridor Study. Also in Transportation Plan. Corridor Study looks at current & future conditions. Began in January 2010. Final Study available October 14, 2011. Will be reviewed & approved by full Council. Fall 2010 demonstration project gave data to Corridor Study along with future analysis to 2030. 3 public meetings. Draft is online, comments taken through 9/30/11. Vision from Task Force and public meetings: Complete Street, mobility for all, access to variety of uses. Western segment option 1: 3 lane with advance pedestrian phase, bike lanes, greenbelt sidewalk; option 2 for 4 lanes with exclusive pedestrian phase, bike lanes, greenbelt, sidewalk – FAHC entrance needs additional right-of-way for left turn lane (5 lane section). 2030 travel time = eastbound 1.7 seconds slower for 3 lane and westbound 9.1 seconds slower for 3 lane. 3 lane does have longer queues. Corridor has sharp peaks, rest of the day has less traffic. Analysis is on peak. Demo project showed no traffic diversion, longer queues, minimal change in speed. Task Force recommends 3 lane with advance pedestrian phase. Additional scoping would happen with Pearl/Prospect, East Ave (proposal keeps parking), mid-block at Trinity with LED flashers. Eastern segment: fewer cars, still Complete Street vision. Bike lanes vs. green space. Wide curb lane isn't ideal, so propose mix of green pockets/parking pockets. Riverside intersection is #1 crash location in state. Plan to create just 1 intersection. Transit service: decrease number of stops and providers, add shelters. Recommend: 3 lane option, minor adjustments. Year 1 implementation: 25 mph speed limit, University Pl. right in/right out, no right turn on red at FAHC, ambulances to use Beaumont Pl only, review signal timing, transit consolidation study. 1-5 year plan: add missing sidewalk, consolidate transit, repair all sidewalks, mid-block crossing. 5-10 year plan: intersection scoping, complete infrastructure upgrades. Totals \$11 million for capital, no right of way included.

Wright: funding? From the city?

Churchill: safety funding possible for intersections. Details in plan.

Bushor: Since 2004 tried to be inclusive in process. Have been successful. Pilot could have ended in 2010 but prolonged for more process, feedback, seasonal review. DPW received largely positive comments. Council received regular feedback, changed with time. Was concerned with 3 lane & advanced pedestrian timing but supports plan and understands it all better. Fire Dept. supported but concerned with Pearl St queue and delay when running without siren; no service delay and attended all meetings. Should pave 3 lane now. Pearl/Prospect is priority project, work with UVM. Mid block is a priority project. Should keep parking on East Ave for India House and limited parking for older homes. Mill Street: DPW will work with residents and businesses to discuss exit to Barret St.

Steve Goodkind, DPW Director: addressing cost, implementation will be in phases, not one \$11 mil. Project.

Brennan: sidewalks are bad. Where are they in DPW's plan?

Losch: Sidewalk update later in agenda.

Wayne Senville, resident: priority to realign Pearl/Prospect. Very well written plan. Good work by consultant, MPO, DPW staff. 3 lane needs bus pullouts; recommended in plan, CCTA supports. 3 lane is cost effective.

Hartnett: good feedback on need for parking at East Ave. Priority for Pearl/Prospect and Riverside.

Matt Conger, resident: bike lane at East Ave?

Churchill, Goodkind & Spencer: permanent bike lane in plan, temporary ramp to path

Brennan: considered bridge for pedestrians?

Bushor: 2004 plan discussed "pie in the sky" ideas, but cost prohibitive

Churchill: mid block was identified to be okay solution

Brennan: right turn only out of Mill St?

Churchill: will consider in scoping.

Goodkind: will add, maybe remove one, crossing at Colchester/East Ave.

6. Waterfront North – Kirsten Merriman Shapiro, CEDO  
Shapiro: ARRA contract awards in fall 2011; completion by July 2013. Funding: ANR low impact development stormwater = \$33,000. Pending notice on other grants. Tax Incremental Financing/Waterfront Improvement District pending.
7. TIGER3 Grant – Kirsten Merriman Shapiro, CEDO  
Shapiro: Previous 2 rounds to Waterfront North. Considering Round 3 with Local Motion and Parks & Recreation Dept., October 31 deadline. 20% match now required. Still discussing how complete application is and need match. Look for ways to boost economic impact and job creation, marathon and triathlon examples. Surveying adjacent businesses. \$10-26 million range for TIGER projects. Bike Path Feasibility study showed project is within that range. TIF district analysis would give \$1.3 million after Waterfront North in 2024; possible match, if not depleted. Consider bond for path renovation for match. TEUC/Council to consider resolution to support March ballot for bond vote to show competitive application? Have initial analysis to provide at future meeting, but needs quick turnaround  
Wright: schedule meeting in early October, provide numbers in advance.
8. BED Smart Grid – Barbara Grimes, Burlington Electric  
 Tabled at request of presenter.
9. Sidewalk Strategic Plan and 5 year workplan – Nicole Losch, DPW  
 Tabled until next meeting.
10. Staniford Road / Bike Path – Nicole Losch, DPW  
Losch: following TEUC request at previous meeting, DPW will create improvement plan for crossing. Could have draft at next meeting.
11. Battery Street/Sherman Street Crosswalks – Nicole Losch, DPW

Losch: DPW planning late fall evaluation.

Brennan: traffic in/out seems to be a problem. Could have 2 lanes in, 1 out in AM and switch for PM?

Losch: Battery Street scheduled for Complete Street Corridor Study in future years. Could include in that process.

12. 25 mph Citywide Speed Limit Public Hearing – Nicole Losch, DPW

Losch: public hearing scheduled for September 28, 2011.

Chapin Spencer: increase in fatality rates with increase speed. Resolution from 2000 identifying speeding issue as priority. TEUC to please contact Public Works Commission to relay support for proposal.

Wright: schedule October meeting after 10/3. Would need resolution for 10/17/11 Council meeting to meet TIGER deadline.

13. Adjourn

Hartnett moved to adjourn. Brennan second. All in favor.

Adjourned at 6:55 pm.